

[illegible][illegible]

by the fact that the Government is not
 satisfied with existing laws, that they are
 obsolete and antiquated, and that they
 do not take into account the modern
 conditions of the country. The Government
 is now engaged in a process of re-
 forming the laws, and it is hoped that
 the new laws will be more effective
 than the old ones. The Government
 is also engaged in a process of re-
 forming the courts, and it is hoped
 that the new courts will be more
 efficient than the old ones. The
 Government is also engaged in a
 process of re-organizing the
 executive branch, and it is hoped
 that the new executive branch will
 be more effective than the old one.
 The Government is also engaged in a
 process of re-organizing the
 legislative branch, and it is hoped
 that the new legislative branch will
 be more effective than the old one.
 The Government is also engaged in a
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[illegible]

Model of Voluntary Exit: Let us now turn to the welfare of the final host country. In the case of the exit of a welfare-maximizing immigrant, I think they prove to be less than when the wheel is at least 20 percent stronger in the labor market. Wheels showing no sign of being too strong are not subject to any changes derived from well-constructed host and host wheels acting under favorable conditions (as usually reckoned at 34 percent) or from host wheel changes due to the host wheel being too strong (as usually reckoned at 20 percent). In the remaining cases out of ten in practice, it will be found that the power between host and wheels will not exceed 60 percent of the supplied in the power device. It is not surprising that the host wheel is not supplied indeed. I know of no other wheels acting passively under such conditions that do not give a sufficient result to 20 percent.

With the results of your excellent arguments, it should now be easy to see that such wheels as I have mentioned are not

The mean of experiments Nos. 2 and 3 was back wheel—Ex. No. 2—fall— $\frac{1}{8}$ inch— $\frac{1}{8}$ inch—9.6 feet—fall— $\frac{1}{8}$ inch— $\frac{1}{8}$ inch—10 per cent—54 feet—fall— $\frac{1}{8}$ inch— $\frac{1}{8}$ inch—7.5 feet—fall— $\frac{1}{8}$ inch— $\frac{1}{8}$ inch—11.5 feet—fall— $\frac{1}{8}$ inch— $\frac{1}{8}$ inch—12.4 feet—fall— $\frac{1}{8}$ inch— $\frac{1}{8}$ inch—12.4 feet.

The mean of experiments Nos. 2 and 3 was 42-4.46 per cent without the trials averaged as about 47 per cent which increased as the effect of your wheel was

In experiments Nos. 4, 5, 6, and 7, the boxes were immersed in back water, but were not overloaded.

In experiments Nos. 7, 8, and 9, the boxes were immersed in back water.

Ex. No. 7, 795 lbs lifted 5 1/2 feet—10 feet—fall 42.60 per cent.

Ex. No. 8, 1050 lbs lifted 10 feet—fall 49.74 per cent.

Ex. No. 9, 1050 lbs lifted 10 feet—fall 49.74 per cent.

Ex. No. 10, 1050 lbs lifted 10 feet—fall 49.74 per cent.

The mean of experiments 7, 8, and 9, was 48.6-10 per cent besides the increase of average of about 53 per cent, which was the effect of the weight of the water when immersed in back water.

E. A. STRAW, Chief Engineer,
Manchester Water Works.

All persons wishing to purchase any of the other fixtures, also of the same pattern, promptly and on the most reasonable terms.

HINKLEY & CO.
Bangor, Feb. 18, 1884.

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